

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 05/04/1998

CHI98LA084 File No. 6	01/20/1998	GRAND ISLAND, NE	Aircraft Reg No. N738FX	Time (Local): 07:25 CST
Make/Model: Cessna / 208B	Engine Make/Model: P&W / PT-6A-114A	Aircraft Damage: Substantial	Number of Engines: 1	Operating Certificate(s): Cargo; On-demand Air Taxi
Name of Carrier: BARON AVIATION SERVICES, INC.	Type of Flight Operation: Non-scheduled; Domestic; Cargo	Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter		
Last Depart. Point: OMAHA , NE	Destination: Same as Accident/Incident Location	Airport Proximity: On Airport	Airport Name: CENTRAL NEBRASKA REGIONAL	Runway Identification: 31
Runway Length/Width (Ft): 6608 / 150	Runway Surface: Concrete	Runway Surface Condition: Ice Covered	Condition of Light: Dawn	Weather Info Src: Weather Observation Facility
			Basic Weather: Instrument Conditions	Lowest Ceiling: 500 Ft. AGL, Overcast
			Visibility: 2.50 SM	Wind Dir/Speed: 080 / 009 Kts
			Temperature (°C): -3	Obstr to Vision: None
			Precipitation: Freezing Drizzle	
Pilot-in-Command	Age: 38		Flight Time (Hours)	
Certificate(s)/Rating(s)			Total All Aircraft: 7500	
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land			Last 90 Days: 140	
Instrument Ratings			Total Make/Model: 5000	
Airplane			Total Instrument Time: 775	

The pilot was in cruise flight at 4,000 feet mean sea level (msl), when moderate ice began forming on the airplane. The pilot requested and received approval from air traffic control to climb to a higher altitude. The airplane reached an altitude of 6,700 feet msl, and would not climb any higher. The pilot maintained 6,500 feet msl until he turned onto the VOR/DME approach for runway 31 at Grand Island. The pilot maintained an airspeed between 125 and 140 knots on the approach. When the airplane was over the runway, the pilot reduced the throttle from cruise power. The airplane began to drop. The pilot said that he added power, but it did not stop the sink rate. The airplane touched down hard on the runway, slowly veered to the left, departed the runway, and turned around 180 degrees in a field before coming to a stop. Approximately 1-1/2 inches of clear ice was observed adhering to the leading edges of the wings and empennage after the accident.

Brief of Accident (Continued)

CHI98LA084
File No. 6 01/20/1998 GRAND ISLAND, NE Aircraft Reg No. N738FX Time (Local): 07:25 CST

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
2. (F) FLIGHT INTO ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND
3. (C) EMPENNAGE - ICE
4. (C) WING - ICE
5. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
ice build-up on the airplane's wings and empennage which led to an inadvertent stall and hard landing. Factors contributing to this accident were the pilot's inadvertent flight into icing conditions, and the icing conditions.